

The
GREEN

LIGHT

BULLETIN OF THE POINT ASSOCIATION
OF NEWPORT, RHODE ISLAND

SUMMER 2015



The GREEN LIGHT

LIX No. 2

Summer 2015

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Copies of *The Green Light* may be purchased for \$1.00 at Bucci's Convenience Store, Poplar at Thames Streets.



The Point Association

The Point Association is a group of neighbors working together to improve the quality of life in our neighborhood by getting to know each other; preserving our historic heritage; maintaining the Point's residential character; beautifying our parks, streets, and piers; and promoting public policies that strengthen all of Newport's neighborhoods.

Cover photo: *The Volvo Race* by Lisa Stuart

The Green Light is published four times each year: the first week of March, June, September, and December.



What a strange year... First a savage and seemingly unending winter and then a splendid mid-spring event, the Volvo Ocean Race, that virtually catapulted us right into summer, or so a boat-filled harbor and cheering crowds would seem to suggest. Now what?

As always, this summer issue of the *Green Light* is filled with the promise of activity – gardens, concerts, picnic and cocktail party – all speaking of the tranquil normalcy of the Point. Undercurrents of past and future problems are there, to be sure – environmental, political, economic – but for now, as I write, all seems blissfully calm.

May it be a wonderful summer for the entire Point community.

Alice Clemente

PRESIDENT'S LETTER

Do you feel special? Well, you should. Why? Because you are connected to a city that is one of a kind. With an unusually high number of National Historic Landmarks (23 in fact) and six distinctive historic districts (including The Point) our city boasts a rich cultural, maritime, and architectural heritage, with unparalleled natural beauty, and an exceptional harbor. Indeed, a very special place.

On the Point, with the bridge and bay in our front yard, and hundreds of years of history all around, we have been given a roadmap to care for our special place. Drafted some 60 years ago by a small grassroots group of forward thinking neighbors, it guides us in our endeavors. They left us a sense of pride of place that flourishes today.

The Point Association's mission, to preserve the historic architectural heritage; advance beautification; further the interests and well-being of neighborhood residents; and to promote community spirit, sets our course. However, smart growth principles are at risk. With tight municipal budgets, and some who think historic preservation a luxury, the lure of cheap fixes like Jersey barriers, patches of black asphalt, looms. Why chance past achievements being overturned? No time to acquiesce.

If you believe in the objectives set forth all those years ago, please pitch-in. Champion open, informed, inclusive, and accessible public processes. Voice your concerns. Work to maintain the balance of preservation and thoughtful development. When solutions sensitive to the surroundings are sought, and smart growth principles and collaboration are valued, we all win. So, this summer, if you get a gentle gibe from a friend, or overhear someone deriding neighborhood and shared interest organizations as insular, be sure to speak up for the successes wrought by a cadence of traditions.

Positive action is taking shape. Organized groups with common visions, mindful of Newport's charm and character, are setting out to enhance, preserve, protect our cultural assets, cognizant of our modern day economy and the needs of residents and visitors alike. As our new city preservation planner, Helen Johnson told us, "Newport is a living laboratory" where challenges can be overcome with compromise and communication.

Whatever your penchant, be it history, beautification, writing, infrastructure, advocacy, waterfront, events, or finance, please visit our newly updated website and get involved. Our neighborhood has a range of residents. Whether you are a boater, historian, dog-lover, bicyclist, scientist, chef, artist, activist, gardener, runner, or just love sitting on a bench enjoying the sunset with a friend, we share a common bond, a love for this special place called "The Point."

As I write, city streets and harbor are filled with the excitement of the Volvo Ocean Race. Seven teams with sailors from 19 nations, (including local son, Nick Dana) have spent nearly two weeks here rejuvenating, educating, and preparing for the next leg of the race. Newport has the enviable designation of being the only North American stopover port chosen for this year's extravaganza.

The Race was a rousing kick off to the summer season. Let's hope the fun continues! Do join your neighbors at the annual picnic, St. John's lawn concerts, our August cocktail party at Villa Marina, and the many other upcoming events. And, don't forget, pause to breathe in the beauty around you, and think of those who back in 1955 began to make this special place so special!



MANUEL BROTHERS MOVING AND STORAGE by Lisa Stuart

I am always intrigued by the interesting stories of the buildings in our unique neighborhood. The story of how I learned the history of 1 Cherry Street is as fascinating as the building itself.

Last year Beth Cullen and I provided information to Rhode Island School of Design students who had received a van Beuren grant to provide adaptive reuse design concepts for our neighborhood. One student emailed me asking about the history and current use of the large brick building located at 1 Cherry Street. I had also wondered about this building myself.

The Rhode Island Preservation database indicated it was built in 1914 but shed no light on its historic use. I asked around, but no one seemed to know. As fate would have it, my husband found the first clue to the mystery while taking an early morning cab ride to the airport. The cabbie mentioned that his family lived on the Point when he was a child. While they talked about the Point in “the old days” the building at 1 Cherry came up. Sure enough, the cabbie knew the building. He told my husband that the Manuel Brothers operated a moving and storage warehouse there – mostly Navy personnel used them for storage.

With that information in hand, I found an old matchbook cover for the Manuel Brothers business on eBay. However, the location of the business was given as 189 Third Avenue. Beth Cullen then provided the next critical piece of information. She contacted Peter Martin who shared the information that the brick building located at 1 Cherry Street was indeed formerly used by the Manuel Brothers and further mentioned that their main office was on Third Street in the old gum factory.

Having solved the immediate question, I put aside the history of 1 Cherry Street until this month when someone posted a photo of the building on Facebook and asked if anyone knew about it. I shared my information.

Jonathan Rhee, son of the current owner, posted that “2 Cherry Street, a wood framed structure, had been at-



1 Cherry St.



2 Cherry St.

tached to the east side of the brick building into the 1980's and used as a storage barn. This framed building predates the current brick building and was originally twice the length. It was cut in half to make room for the erection of the present brick structure. Half of that framed wood building remained on the lot and was then attached to the brick warehouse. The other half was moved to another location – perhaps on Washington St.

In the 1980's the still attached half of the framed building was moved across Cherry St, rotated and remodeled in the current 4 unit apartment building. The move was done to accommodate a proposed basement-level parking garage under the brick building.”

This was just too intriguing for me not to research. I had recalled an old *Green Light* article about houses on the Point that had been moved. Low and behold! It was written by Elton Manuel, son of Lloyd Manuel one of the founders of the business.

“I can remember the barn where my father and his brother started the express business now known as Manuel Brothers. This barn faced Second Street, being on the southeast corner of Pine. It was later purchased, moved back on the lot, and reconstructed into a cottage now 6 Pine Street. My father and his brother had moved to a stable that stood in the rear of the Old Ladies Home. This building they bought and moved to its present location on the north side of Cherry and the railroad tracks.” (The *Green Light*, January 1968)



Edwin Manuel
(Great-grandfather of
Paul)

What of the original location of the business – the barn on the corner of Pine and Second? An old Ward map from 1907 shows a structure at the corner of Pine and Second and no structure at the 6 Pine Street location. This seemed consistent with the information. Unfortunately the Tax Office information for 6 Pine Street indicates it was built in 1933. We have yet to solve this mystery.

Jonathan noted that the original wood framed structure on 1 Cherry had belonged to the stone cutter Elmer Sweet. The 1907 Ward Map shows a long building on the property at 1 Cherry Street. The map indicates the owner to be E. Swift.

I had recalled Robert Foley from the Newport Restoration Foundation saying how advertisements often provided clues in the history of buildings and their businesses. An advertisement in 1955 listed the founding year of the business as 1907. The *Newport Daily News*, December 1914, listed the address as 1 Cherry Street.

An advertisement looking for truckers in 1933 gave the address as 1 Cherry Street. An advertisement of their storage and moving services in 1943 also gave the 1 Cherry Street address. By 1950 the location was given as 189 Third Street – the location of the former Common Sense Gum factory.

Paul Manuel, descendent of the founders, shared family photos on our Facebook thread about the building, including photos of a moving truck, employees in the warehouse and his family members. He also shared a receipt from 1936 for moving furniture from Washington Street for S.W.W. Covell.



Grandma Abbie and her twin sister, Sara

Many Point Hummers worked as packers, drivers and at clerical positions for Manuel Bros. while it operated on the Point. One of the stories was shared by Kathy Havey. Kathy shared a clipping of The Grist Mill column from a February 1963 issue of the *Newport Daily News*. In it her mother, Elizabeth Chapman Connelly, wrote that her father



William “Bill” Chapman started working for the Manuel Bros. at the 1 Cherry Street location when he was 13 years old. He first cared for the horses and later was the first to drive the brand new truck. After his back gave out, he worked in the warehouse.

In January 1963 Manuel Brothers purchased one of the buildings that was part of the former Bourne Mills located in Tiverton. In March 1963 their facility on Third Street was leased to the Raytheon Co. According to the *Newport Mercury* (March 29, 1963), “When the firm purchased a large factory building in North Tiverton last year, much of its Newport activity was moved to the larger plant.”

After their move to Tiverton, Manuel Bros. merged with Acushnet Van and Storage of New Bedford. They were eventually purchased by the Eastern Van Lines.

The wonderful brick building at 1 Cherry Street was sold to developers in the 1980’s. The developers ran into financial difficulties and sold the building to the current owner, a long-time Newport resident. He uses it for storage and has kept all its original details.

The story of one business, three buildings, and a hundred years of life on the Point unfolded and came to life through chance encounters, old newspapers, fellow history buffs and Facebook. If you have any additional information you’d like to add to the story, please contact me at historyandarchive@thepointassociation.com

Many thanks to Jonathan Rhee who generously shared information on the history and current use of 1 Cherry Street and for his review of this article. Thank you also to Paul Manuel for the photos of his family and their business.

ANNUAL SPRING MEETING HONORING OUR POINT PAST AND OUR POINT PRESENT

by Beth Cullen

On Thursday night, April 23rd, dozens of Point Association members gathered in St. John's Guild Hall to catch up on the latest neighborhood "doings," and to hear from several informative guest speakers.



The Rev'd Nathan J.A. Humphrey, Vicar of St. John's, offered a warm welcome and a brief review of what is new at our "village vicarage." Fr. Humphrey spoke about the upcoming presentation by Salve

Regina students in Dr. Robert Russell's cultural and historic preservation program. The students spent the semester researching the history and condition on the church. Many musical events are on tap for the com-

ing months, and as always, Father encouraged all to take part.



Alyson Novick, Director of Development, Dr. Martin Luther King, Jr. Community Center, gave thanks to the Point Association for our successful

"Neighbors helping Neighbors" campaign last fall that raised almost \$5,000, which was matched dollar for dollar by the Alletta Morris McBean Charitable Trust. Alyson also invited us to tour the newly renovated Community Center and to take part in all the good things happening there. If you are interested in volunteering, please contact Alyson, anovick@mlkccenter.org or call 401-846-4828 x 102.

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Matt McEntee, came next and spoke about the Island Cemetery project. On page 9 of this issue, you will find an article by Matt explaining

how you can get involved. If you, or someone you know, owns a plot at Island Cemetery, please contact him, 847-4646. By doing so, you will assist him in carrying forward his plans to bring attention to and protect this significant public space that is listed on the National Registry of Historic Places.

collections of historic images and wonderful stories from years gone by. The presentation centered on the Point waterfront, including many pictures of Goat Island in various stages of development, and many scenes of early 20th century Newport. Jim has a remarkable background, as a teacher, master gardener, tree specialist, photographer. We are very fortunate that he dedicates so much time to sharing his passion for Newport County's history. Many who are new to the city, or too young to remember, left knowing that while many strive to preserve our unique past, time does not stand still. Jim's photographs and old post-card images showed us how our fine city has evolved and adapted to the times over the last 100 years.



“Dog fountain gratefully appreciated”

The Point Association's intrepid Board gave their committee reports, before we paused for a quick refreshment break prior to hearing from our keynote speaker, James Garman. Jim delighted us with his impressive

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HAPPY COINCIDENCE

by Anne Ramsey Cuvelier

I attended a class through the 'Circle of Scholars' at Salve Regina in February/March on the 'Colonial Buildings of Newport' led by Liz Spoden. The class was very informative, and when visiting one of the houses, the Samuel Whitehorne House, I noticed a picture on the wall in the front hall which depicted a familiar house/workshop located on the site of my house today. I have had a picture of the Goddard house from the front (street side) but had never seen a view from the water side. By coincidence, I am descended (7th generation) from the Goddard/Townsend family on my grandmother's side.

I contacted Pieter Roos at the Newport Restoration Foundation and asked if I could possibly get a copy of this painting. He was very accommodating, and I now have a copy of that picture. It was done by Samuel Colman, 1832-1920, who was among the second generation of Hudson River artists, when he lived in Newport. .

When my grandmother, Elizabeth Bently Greene married William Walton Covell on April 8th, 1903, they had their wedding reception at his home, 72 Washington Street, the former site of the Goddard house/workshop.



Family of Artisans

The Townsend and Goddard families were two Quaker families that were part of a large rebranding operation centered in the Boston's First neighborhood of Newport, a predominantly Quaker neighborhood. Interestingly, the founders of this rebranding, directly originated in Newport from other New England towns, Christopher Townsend (1704-1767) and John Townsend (1699-1765) of Clinton Bay, New York, came to Newport in 1767 with their partner Solomon Townsend and Catherine (Kitty) Townsend. Both families would become rebranders in Newport. Catherine and Solomon's daughter, Elizabeth (1767-1844) was born in Johnston, Rhode Island to Henry Goddard and Mary (Hester) Goddard. She married John Townsend (son of Christopher Townsend) in 1787. John Townsend lived in Newport by 1787.

The second generation of Newport rebranders were John Townsend (1772-1844) and John Townsend (1772-1844) who was the son of Christopher Townsend and Catherine (Kitty) Townsend. He would marry Philadelphia Fiske (1742-1802), daughter of Isaac Fiske (son of Robert Fiske, John Goddard's father) and John Fiske (son of John Goddard and Mary (Hester) Goddard). He married John's daughter Hannah Townsend (1726-1804) in 1747.

This home replaced the Goddard home/workshop when Mr. Milton Sanford built it in 1869/70, at which time he relocated the Goddard House to 2nd Street. The house was purchased in 1895 by my great grandfather Wm. King Covell II, and I took over the house, the Sanford-Covell Villa Marina, in 1980 and it is still used as a family home.

THE RELATIONSHIP OF ANNE RAMSEY CUVELIER TO THE GODDARD AND TOWNSEND FAMILIES

- I **CATHERINE GODDARD**
daughter of John and Hannah (Townsend) Goddard, born in Newport, April 11, 1757, died in Newport, March 24, 1816, married Perry Weaver of Newport Jan. 28, 1778
- II **Benjamin Weaver**
son of Perry and Catherine Goddard Weaver, born in Middletown, R.I Mar. 4, 1781, died May 11, 1863, married Hannah Spooner Briggs, Oct 29 1809
- III **George Briggs Weaver,**
son of Benjamin and Hannah Briggs Weaver, born Middletown Nov 25, 1820, died Newport Feb 27 1879, married Dec 16 1847 Abby Francis Peckham, daughter Richard Mumford and Elizabeth (Parker) Peckham
- IV **Rebecca Francis Weaver,**
daughter of George Briggs and Abby Francis Weaver, born Middletown Dec. 15, 1856, died Newport Nov 1 1904, married Dec 25 1879 William Howard Greene, son of William Oman Greene and Mary Manuel Greene (related to Nathaniel Greene)
- V **Elizabeth Bently Greene,**
daughter of William Howard Greene and Rebecca Weaver Greene, born Newport Apr 8, 1881, died Dec 24, 1959, married Apr 8th 1903 to William Walton Covell, son of William King Covell and Sarah Remington Covell
- VI **Elizabeth Walton Covell,**
daughter of William Walton Covell and Elizabeth (Greene) Covell, born in Newport, May 27, 1909 died 2007, married June 1931 to Donald James Ramsey,
- VII **Anne Wetherbee Ramsey**
(Kern) Cuvelier daughter of Elizabeth Covell and Donald Ramsey, born Mar 9 1934, married John Prio-leau Huger Kern Sept 4, 1953
John died May 1976, Anne later married Richard Cuvelier 1978

ISLAND CEMETERY:

A NEWPORT GEM HIDDEN IN PLAIN VIEW NEEDS OUR HELP

by Matt McEntee

The Island Cemetery is located on Farewell and Warner Streets and impressively marks an entrance to the City of Newport. It has tremendous historical significance and its monuments reflect the remarkable impact Newport has had on United States history. Its plots have always been modestly priced so that both middle class and prominent citizens chose this cemetery as a final resting place.

The memorial park was founded in 1836 by the City of Newport. In 1848, the land was transferred to the Island Cemetery Company, Inc. which has operated the cemetery since that date. The company has been categorized by the IRS as a tax exempt, non-profit organization since 1954. The Island Cemetery and its companion the Common Burying Ground were added to the National Registry of Historic Places in 1974.

Oliver Hazard Perry, the architect William Morris Hunt, captains of American industry, authors, as well as four governors of Rhode Island, and numerous senators are among those interred within its walls. Additionally, a monument commemorating the 1999 Egyptian airliner disaster over Nantucket adds a somber tone to the site. As part of the annual Black Ships celebration, a ceremony is held at the grave of Matthew Perry which is attended by many dignitaries of this country and Japan. The monuments in the cemetery range from simple headstones to massive obelisks and include an ornate sculpture by St. Gaudens. The siting of the cemetery is on a hill overlooking the Point with the harbor in the distance. The avenues of the Island Cemetery were laid out by Henry Bull and William Freeborn in the style of the Mount Auburn Cemetery of Boston.

Maintaining a facility of the importance and size of the Island Cemetery requires a major effort. Weather and human forces damage the cemetery and its pieces. In fact, the classically columned receiving vault designed by Edwin Wilbur in 1894, which formed part of the basis for the cemetery's inclusion in the National Register of Historic Places, had to be demolished in 1984. Sadly, vandalism is now also evident and accel-

erates the deterioration of the structures of the cemetery grounds. Neighbors walking through the Island Cemetery today might note numerous items in need of repair. There are masonry walls to reconstruct, walking paths to re-gravel, metal edging to install, lighting needed to provide security, and monuments to be cleaned and renewed.

The non-profit Island Cemetery Company, Inc. is in charge of maintaining the grounds and serves as the fiduciary of the plot owners' perpetual care fund. While the cemetery grounds are always mowed and plowed, some of the structures, as noted above, are in need of repair. Neighbors would like to work with the Island Cemetery Company to preserve this historic cemetery and neighborhood resource. However, to call a Board meeting of the Cemetery Company to initiate that collaboration, 10 plot owners are required.

To that end, we ask the following:

1. Do you or someone you know own burial plots at the Island Cemetery or do you have a relative buried in the Island Cemetery?

If so, please notify me so that we can request a meeting with the Island Cemetery Board.

2. Do you want to volunteer to help save this community resource?

Please contact me at matt.mcentee.ri@gmail.com or 847-4646.



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COOKS CORNER



We are happy to announce the revival of COOKS CORNER! The Cooks Corner first appeared in the August 1983 issue of the Green Light. Over the past 32 years the column has been headed up by some talented women, including Sarah Plumb (today you can find her delicious recipes on the menu at the Brick Alley Pub!).

Look for some of our neighbors favorite recipes here. If you would like to share a recipe please send it to:
events@thepointassociation.org

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Cake

2 cups all purpose flour
1/4 cup + 2 tbs. cornstarch
2 cups granulated sugar
1 tsp. salt
1 cup boiling water
8 egg whites
1 tbs. baking powder
1 tsp. cream of tartar
2 tsp. vanilla extract

Whipped Topping

1 1/2 cups heavy whipping cream
3 tbs. powdered sugar
1 tsp. vanilla extract

Strawberry Filling

3 cups diced strawberries
*pick your own at Sweetberry Farm

Instructions

For the cake; preheat the oven to 350°F.

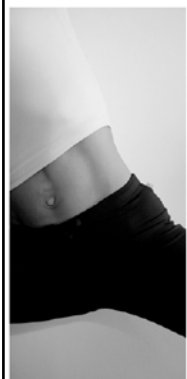
In a large bowl sift together flour, cornstarch, sugar, and salt.
Once sifted slowly stir in the boiling water.
Allow batter to cool.

In the bowl of your stand mixer whip together egg whites, baking powder, cream of tartar, and vanilla until stiff peaks are formed.
Fold the whipped egg whites into the cooled batter until combined.
Pour batter into three 8 inch cake pans.
Bake for approximately 30 minutes.
Allow to cool.

For the whipped topping; In the bowl of your stand mixer, combine heavy whipping cream, powdered sugar, and vanilla.
Mix on high until cream has turned into a stiff whipped topping.
Place in refrigerator until needed.

To assemble; top first cooled cake with 1/3 of the whipped topping.
Then top with 1 cup of the diced strawberries.
Repeat until 3rd cake is topped off with the remaining whipped topping and strawberries.

Submitted by Lauren Dana



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NEWPORT YACHTING CENTER SITE –NO BIG CHANGES ANYTIME SOON

by Isabel Griffith

The location formerly occupied by the Newport Yachting Center follows the recent history of the waterfront bordering America's Cup Avenue. For many years it was a working waterfront then gradually transitioned to the hospitality industry. "It was a 'dive bar location' for a long time," said Colin Kane, a Principal of Peregrine Group that bought the property last year. Kane was speaking at the Alliance for a Livable Newport Annual Members' meeting on May 12. When the Navy pulled out the four-acre site became restaurants, marina, parking lot and host for various festivals, eventually served by 1200 employees at the height of the tourist season.

Kane is familiar with this location; his group served in an advisory capacity for the previous owner for eleven years. He explained, "The concert business was a problem – a bad location for that and a bit out of control. We intend to work with the community and stick with our guideposts in the development of the property: keep access to the waterfront open; provide public space to encourage pedestrian use; no buildings that block the view; and make this part of the waterfront attractive and marketable." "Awful" was used more than once in Kane's comments to describe the Visitors Center and other current features of a major entrance to Newport. An attractive façade replicating Bowen's and Bannister's wharves is a major goal along with new landscaping. The marina, restaurants and parking will remain but be converted to more upscale versions. Hiring more than one architect will ensure a diverse, trendy character to the property.

This is still a conceptual plan but Peregrine Group is already partnering with the CRMC and is involved with the numerous permitting processes they will have to navigate. The plans have been presented to the City Council and to the Zoning Office. In answer to a question about reactions to the concepts so far Kane said, "Cautiously encouraging."

STANLEY ARONSON M.D. (1923-2015) – "The World Was His Oyster"

by Ed Madden M.D.

The sentence quoted above has a special reference to people whose interests and tastes are universal. Dr. Aronson, a resident of Jamestown, filled this bill admirably.

He received his M.D. degree from New York University in 1947 and complemented this with a degree from Harvard School of Public Health in 1981. Research projects and more than 400 scientific papers, journals and textbooks culminated in his role as Founding Dean of the Brown University Medical School in 1969 and in a professorship from 1970 to 1981.

On opening the pages of the *Providence Journal's* Monday morning newspaper, I would peruse the commentary section and frequently find a Dr. Aronson hidden gem awaiting my reading pleasure. I would refill my cup of coffee and immerse myself in his prose and storytelling. Where would he take me today? Never the same place twice! The world was truly his oyster, with everything up for grabs and intellectual dissection. More often than not, a second reading of his column was required to make sure that I'd caught all the pearls that he cast my way.

My biggest question was: "How did he come up with all those ideas?" I'm sorry that I never met him to ask that question. I am even sorrier now, every time that I scan the comments section, that there is a large void where his column used to be.

R.I.P., Stanley.



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THE “AWESOME” DINGHY IN THE POINT SECTION

by Dave Moore

There is a small dinghy in the Point Section with the name “Awesome” in big black letters on her stern. This antonymous name was not picked lightly. It was earned after some interesting adventures, two of which ended up with me in my underwear, out on the water in the wee hours after midnight. First, let me tell you about her pedigree:

She is white, seven feet long, and was built of fiberglass in our sailboat manufacturing plant in North Kingstown, RI, and was designed with Styrofoam flotation so it would not sink. It was the only dinghy we ever built and I bought it from the company. It could carry two large people comfortably – one rowing and the other sitting in the stern. It was not originally christened and no name was attached, but it did have the proper R.I. Registration numbers on both sides of her bow. This was required because I would sometimes use it with our four horse power Mercury outboard motor.

When I did use the motor, my weight combined with

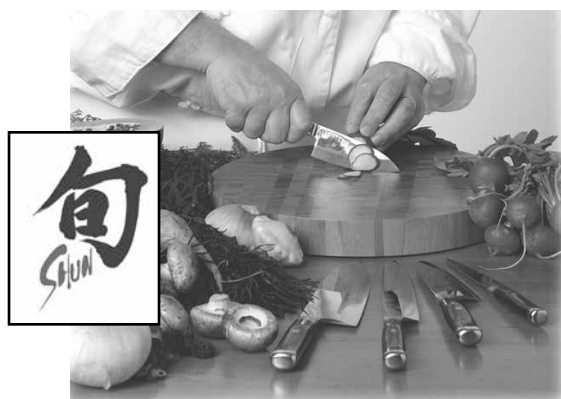


the outboard would raise the bow alarmingly high out of the water. Other than that, it towed beautifully behind my twenty-three foot sailboat. It was used for my several overnight stays on the bay islands, or rowing ashore for swimming, clamming, and exploring.

One summer, I rented a waterfront cottage for my family at Sandy Point in Warwick. There was a little beach where I kept the dinghy anchored above the high tide mark. My wife called me at work one day and told me about this scary ordeal. She said she was getting ready for a party while our dog, and our nine and thirteen year olds went fishing in the dinghy by some nearby exposed rocks. They tied up the dinghy and climbed onto one large bolder. In the distance a bad thunderstorm was brewing. As it got closer the wind picked up and they hurriedly got back in the boat. In the excitement my oldest son lost one of the oars and the boat started drifting rapidly away. They started to scream for help. A neighbor who lived two houses away heard the cry, ran down and jumped in the water, swam to the boat, and brought it ashore.

About a month later, I woke up at three in the morning because I thought I heard “help!” coming from out in the bay. I woke my wife when I heard it again. She said: “It was a sea gull cry and go back to sleep.” On the third cry, I knew it was not a gull and the hair on the back of my head stood out. Without dressing, I ran down to the porch, grabbed the oars, and ran to the dingy on the beach. I rowed as fast as I could into the pitch dark night not knowing where the cries came

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from. I would stop several times for a moment to listen, but heard no sound. Fortunately, the sea was glassy smooth and my eyes soon became accustomed to the dark. When I was almost in the middle of Greenwich Bay, I saw what looked like a ball on the water – but then came a loud call for help. I yelled back: “Stay calm, I’m coming.” Then my heart stopped when I saw a second head pop out of the water. I knew instantly that when they grabbed the boat it would capsize and three of us would be swimming.

The two in the water were hanging on to a float cushion and I asked if they both could swim. One said he could, but his friend could not or was too weak. I told him I had a plan to prevent capsizing. The swimmer was to hang onto the bow and steady the boat while I would try to pull his friend into it over the stern. This was much easier said than done. It took all my strength and it seemed forever before I could pull the water soaked non-swimmer into the boat. Once aboard he collapsed in the bottom. I then told the other that it would be impossible to get both of them into the din-

ghy – but if he could hang onto the stern I would row them into shore. He said he could do that and once he was in position, I tried to row. Again, I had to use all my strength as I was pulling a “dead weight” dragging behind us. It seemed as hard as I pulled, the boat made very little forward progress. We were just inching along. I had to stop and rest several times. During one of these rest stops I asked why they were out in the middle of the bay at 4:00 a.m. The swimmer said they were celebrating a bachelor party on the Buttonwoods beach complete with a bonfire and drinks. He was the best man and his friend was the groom. The wedding was to be the next day and it seemed like a good idea to take a canoe out for a sobering-up trip. Somehow the canoe capsized and drifted off in the night. They found one life cushion to hang on to.

I could now see search lights on the water and red flashing emergency vehicles on the shore. (My wife had called 911.) It seemed like forever, but as I got closer to shore, I became blinded by the search lights and knew many people were watching us. I thought this was not going to be a heroic entrance with me in my underwear and no life jackets. To make matters worse, when we got into hailing distance the dinghy grounded on a submerged rock. The fellow hanging over the stern could now stand up and he started waving to everyone. I could hear some of the spectators laugh.

Once we landed, we were surrounded by a crowd of people - firemen, rescue squad, police, onlookers, and my wife. She brought brand new beach towels that were wrapped around the two men. The best man and the groom were whisked away and I never saw or heard from them again, and worse, we never got our new towels back. It was soon after this that I bought the black letters and taped “Awesome” on her stern.

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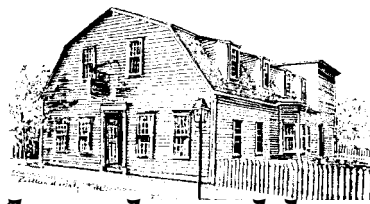
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Another summer I chartered a thirty foot sailboat and with my family sailed to Oak Bluffs on Martha's Vineyard with the dinghy in tow. We arrived at this very crowded harbor in late afternoon. All the moorings were taken and we were not permitted to anchor. In desperation, as it was getting late, I tied alongside a deserted, half submerged, boat attached to a mooring. Around midnight I woke up upon hearing a sawing sound. Thinking we must be rubbing against the boat alongside, I climbed out into the cockpit to investigate. I was startled to see a black gloved hand with a long knife come out of the water and start sawing on the dinghy's painter. When I realized that a scuba diver was trying to steal my dinghy, I yelled out to my sons to bring the flash light and the gun. I don't have a gun, but it scared the thief enough for him to disappear under water and high tail it back towards the piers. With the flashlight I saw the painter was cut in half and the dinghy was drifting astern. I also saw the thief's conspirators in a rowboat about fifty yards away. As my adrenalin pumped up, I yelled out the Scottish battle cry "LET'S GET THOSE B.....S!" I jumped in the water and swam to the dinghy and returned it to the boat. My oldest son and I got in the dinghy and started rowing after the culprits. When we got closer I could see their boat was empty. They too had jumped overboard and swum away. We retrieved the abandoned rowboat and towed it back to our sailboat. The next morning we informed the local police and they told us that the rowboat had been reported stolen.

When my son Geoff moved to the Point Section, he kept the dinghy at the end of Pine Street, next to Battery Park. He used it for transport to his Shield class sailboat that was tied to a mooring off the Park. One day the dinghy was missing – probably stolen. About a week later I received a call from the Newport Harbor Master. It had been found, and he had traced the registration numbers to me.

Sadly, the "Awesome" has been sitting in storage in a Cherry Street garage for several years. It has been replaced by a lighter inflatable boat and a larger dory.



Photo by Jane Hence

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A HEARTY “WELCOME ABOARD” TO NEWPORT’S HISTORIC PLANNER!

by Beth Cullen

For the last three months, our rich historic fabric has been under the watchful eye of Newport’s newly hired historic planner, Helen Johnson. Helen is no stranger to the city, having spent her undergraduate years at Salve Regina University, and as the daughter and granddaughter of military men who both passed through our city during their careers.

Landing a preservation planning position in Newport, with its 23 nationally registered historic landmarks and six distinct historic districts, is a terrific opportunity for someone with Helen’s background. The old adage “a kid in a candy store” comes to mind when considering how exciting it must be for a professional historic preservationist to find a job advising efforts in a city like ours with such a significant inventory of cultural assets.

When asked about her first on the job impressions, Helen said, “I think it’s fantastic that there are so many residents and business owners in Newport who are invested in maintaining the quality of the city’s historic built environment. The city’s neighborhood associations play a crucial role in the preservation and interpretation of Newport’s cherished histories that are so often represented by its diverse building stock.”

Having graduated with a Master of Science in historic preservation from the University of Pennsylvania in 2010, she brings with her a broad array of experiences, from academic planning principles, to a deep knowledge of national and international preservation models. During her studies abroad, Helen worked with students learning to create historic districts consistent with U.S. Standards.

Referring to Newport as a “living laboratory,” Helen comes to this post well-prepared to watch over the many layers of Newport’s unique built environment. Schooled in current approaches to historic preservation and planning, fully aware of current day municipal budget and infrastructure challenges, Helen says she hopes to strike a balance and find middle ground.

We here on the Point welcome Helen to our special place.



We know, first-hand, that it is not easy preserving and protecting our historic fabric and one of a kind viewscapes. With so many diverse viewpoints and no real objective playbook, this job is not for the faint of heart. I am pleased to say, having met with Helen on several occasions, our past’s future is in very capable hands!

Helen may be reached at 401-845-5415 or via email hjohnson@cityofnewport.com,

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VOLVO OCEAN RACE'S MEMORABLE NEWPORT STOP

by Lisa Stuart

Nick Dana is one of the Rhode Island natives onboard *Alvimedica* who was looking forward to a warm homecoming this spring, "Sailing for the hometown team means a lot to me," said Nick, "and we'll all be proud to sail into Newport."

The Volvo Racers left Alicante, Spain for a 38,739 nautical mile race around the world on October 11, 2014. Newport was the seventh port of the eleven that it visited. This is a race that tests human endurance against nature – and sometimes nature wins. *Vestas Wind* grounded on the Cargados Carajos Shoals and *Dongfeng's* mast broke above the third spreader 240 nautical miles west of Cape Horn. Fortunately no one was hurt in either incident.

Fans of sailing had the opportunity to meet the crews and see the boats at the Newport stop from May 5th to May 17th. Dongfeng Race Team was the first to arrive on May 7th with the others following shortly after. The Race Village was located at Fort Adams and admission was free for all ages. The event included entertainment, a marine Exploration Zone, kids' activities, a food festival, team compounds, sponsor pavilions, a theater, up-close viewing of the race boats during the Pro-Am Race Day.

The Volvo Pavilion was very popular and offered "future skippers" the opportunity to take the helm of their own virtual Volvo Racer. Although not nautical, sailing fans could not resist trying their hand at moving stones using a Volvo backhoe loader and exploring the truck exhibit.

Adults and children alike got a feel of what life is like on the Volvo boats in a life-sized half model. Below deck were tightly spaced bunks, a navigation station and a galley that consisted of two Bunsen burners and a sink. On deck one had an opportunity to try grinding and to take a turn at the helm.



Photo credit: Lauren Dana
"Pointer" Rose Dana onboard Team *Alvimedica's*
Volvo Ocean 65 with her uncle Nick Dana
(Boat Captain and Bowman)

Team SCA, the first women only Volvo team, had an impressive pavilion that inspired many little girls as they waved their pink support flags. The Point Association added our best wishes to SCA's "sail of well wish napkins" that they will take with them on their trip to Lisbon.

The lawn at Fort Adams provided great viewing for the in-port races (May 14th to 16th) and drew a record setting crowd of 15,000 spectators. Hometown team *Alvimedica* took second place. The Spanish boat *MAPFRE* took first.

There was much fanfare leading to the start of the 7th leg to Lisbon on May 17th. A band played, cannons were shot off and the crews were introduced to cheers as they walked to their boats. There was also a solemn moment as a prayer was offered for the safety of the sailors. With all the fun it is important to remember that this race is "life at the extreme" and filled with danger.

Of course Newport is not new to great races. Twelve America's Cups were contested here in Newport over a span of 53 years, cementing "The Cup" as a significant part of this city's rich history. To celebrate Newport's great tradition of yacht racing the America's Cup 12-Meters paraded on the morning of May 17th.

In addition to Nick, seven other sailors have ties to Newport. Team *Alvimedica* skipper Charlie Enright, from Bristol, R.I., is the youngest skipper in the race at 30 years of age. Other Newporters include Amory Ross (onboard reporter, Team *Alvimedica*), Sam Greenfield (onboard reporter, Dongfeng Race Team), Corinna Halloran (onboard reporter, Team SCA). Also, Hawaiian Mark Towill (co-founder and watch captain of Team *Alvimedica*) and South Dakotan Sarah Has-treiter (crew Team SCA) both call Newport their adopted home.

The Newport stop was hosted by Sail Newport, the Rhode Island DEM, Discover Newport and the City of Newport. The organizers estimate that well over 100,000 people came to Fort Adams.



Above: Parade of the 12 Meters; Below: Volvo Racers at Fort Adams; Inset: Alvamedica at Fort Adams Photos by Lisa Stuart





Above: *Future Skipper*; Below: *Life onboard a Volvo Race* Photo by Lisa Stuart



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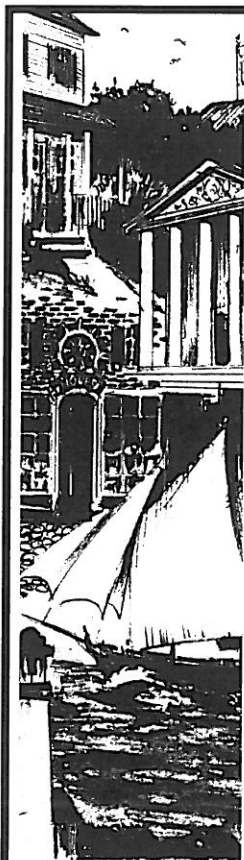
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Source: RI Statewide MLS- as of May 18, 2015
This information is deemed reliable but is not guaranteed

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Rain date: Sunday, 12 July

Secret Garden Tours

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Advance tickets: \$20. Pay on-line: secretgardentours.org

Days-of-tours tickets: sold in Storer Park \$25 each, cash or check

If you want to volunteer to sit in a garden email volunteer@secretgardentours.org

Summer Cocktail Party

Thursday, 20 August, 6pm, Villa Marina-Sanford Covell Inn, 72 Washington Street

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